



**GREATER DUWAMISH
PLANNING COMMITTEE**

April 29, 1999

To all Greater Duwamish Business Owners, Property Owners, Employees and others with an interest in this industrial area:

We are pleased to present the Greater Duwamish Manufacturing and Industrial Center plan. This plan is the culmination of thousands of hours of volunteer work contributed by a wide variety of Duwamish area Stakeholders over the past four years. It also represents the considerable efforts of our consulting teams and the input of various City and County agencies. The intent of the plan is to maintain and enhance the viability of our industrial area and to protect its vital employment base. We encourage your comments and recommendations on these proposals before we finalize the plan and present it to the Seattle City Council.

To listen to your comments and answer your questions, we will be holding two Duwamish wide meetings. The first, to be held May 21 from 8:00 - 10:00 a.m. at the Pyramid Ale House, 1201 First Avenue South, will focus on the stadium area rezone (see p. 53) and other land use issues. The May 26th meeting from 8:00 - 10:00 at the Seattle Public Utilities 2nd floor lecture hall, 710 Second Avenue, will be for set up to respond to your questions, listen to your comments on the plan and how you think it could be strengthened. If you can not attend either of these meetings, you may fax your comments to Jill Novak at 233-0047, David Huchthausen at 624-3839 or E-Mail them at <Jill.Novik@ci.seattle.wa.us> or <somerset@emeraldnet.net>.

Thank you in advance for your support of these efforts.

David Huchthausen - Co-chair

Bill Vivian - Co-Chair

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Note Regarding Sound Transit

The GDPC has expressed its opposition to both the C-1 rail route and the M-1 maintenance yard alternative, based on significant cumulative impacts to the land use, transportation, and freight mobility in the Greater Duwamish Manufacturing and Industrial Center. See Appendix D: Correspondence with Sound Transit.

APPENDIX A: Policy Directives for the M and I Center Plan

APPENDIX B: Transportation Analysis (bound in a separate document)

APPENDIX C: Jobs and Economic Analysis (bound in a separate document)

APPENDIX D: Correspondence with Sound Transit

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Executive Summary

Purpose

This plan recommends specific goals and policies intended to ensure the viability and expansion of manufacturing and industrial activity in the Greater Duwamish Manufacturing and Industrial Center (M & I Center). These recommendations are intended to support and implement the following objectives:

- Restrict incompatible or competing land uses within the M & I Center;
- Encourage manufacturing and industrial job retention and growth;
- Establish a growth target of 10,860 new family wage industrial jobs;
- Retain and improve access to, and transportation within, the M & I Center; and
- Retain existing businesses and encourage new manufacturing and industrial development within the M & I Center.

Organization

Recommendations are organized within the following categories:

- Jobs and Economic Development,
- Land Use,
- Transportation,
- Utilities,
- Environmental Issues, and
- Public Safety.

Jobs and Economic Development

The Duwamish M & I Center provides the largest concentration of family wage jobs in the Puget Sound region, generating enormous tax and export revenues. In 1997 there were 3,300 businesses providing more than 60,000 jobs within its boundaries. These jobs pay the substantially higher than average wages required to support a family, yet many are accessible to people with lower levels of formal education and to those who speak English as a second language. This valuable employment base must be preserved.

Land Use

The viability of Industrial land within the M & I Center is under increasing pressure from a variety sources, including conversion to commercial and incompatible uses, the development of waterfront property for public access, and the increased acquisition of industrial land by Governmental entities, often for conversion to non industrial uses. Conversion of industrial land to incompatible uses not only removes the site from industrial use but adversely impacts the surrounding industrial users by increasing land values and lease rates. Such development generates additional vehicular and pedestrian traffic, reducing available parking, access to local business, and placing increased pressure on already congested arterials and thoroughfares

vital to freight mobility. This plan strongly recommends increasing restrictions on allowable uses in General Industrial zones (IG1 and IG2). Proposed prohibited uses are listed on page 50.

Transportation

The M & I Center is a vital international trade and transportation cross-roads, receiving and distributing goods via roadway, water, rail and air. Its ability to provide multiple modes of transportation represents a unique asset to the region and an enhancement to the local business environment. Unfortunately these modes of transportation often conflict with one another, increasing traffic congestion, particularly along east to west arterials. These problems are exacerbated by non-industrial uses in the area and increased commuter through traffic. These incompatible uses create specific transportation and circulation problems that directly conflict with industrial priorities. The plan recommends a prioritized set of proposals designed to improve transportation and freight mobility throughout the M and I Center.

Utilities

The Duwamish M & I Center has been in industrial use for nearly 100 years. Changes in technology and the growth of industrial activity require an increased public utility infrastructure to meet the needs of industrial and manufacturing processes. High electrical capacity and low electrical rates have provided an important incentive for industrial firms to remain in or relocate to the M & I Center. Policies to ensure an adequate supply of electricity and preferential rates for industry are essential to the viability of the M & I Center. Storm water management and drainage issues are significant and continuing problems that must be addressed.

Environmental Issues

The issue of industrial land contamination seriously threatens the viability of many land parcels within the M & I Center. According to the King County Assessor's Office most of the City's industrial land may be considered contaminated under current standards. "Clean-up" and redevelopment of these contaminated sites has proved very costly and often results in the conversion of the land to non industrial uses to justify the cost of the remediation work.

Public Safety

Traffic control violations and auto break ins are the most frequent police incidents reported in the M & I Center. Theft of industrial materials, tools and equipment is also a significant issue for many M & I Center firms since industrial facilities, by their nature, are more difficult to secure than some other types of businesses.

Major Recommendations Of the Plan

Pol. EC 1.6 Preserve land in the Duwamish M & I Center for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and other related industrial sectors.

Pol. EC 3.2 Discourage non-industrial uses.

- Pol. EC 3.4 Maintain the existing M & I Center boundaries.
- Pol. EC 3.5 Separate industrial processes and functions from residences and the general public.
- Pol. EC 3.6 Address the impacts of sports/exhibition facilities.
- Pol. EC 4.5 Within 200 feet of the Duwamish waterway shoreline, water dependent and industrial uses shall be the highest priority in the Land Use Code and Master Program.
- Pol. EC 4.7 Prepare a Programmatic Environmental Impact Statement (EIS) for M & I Center which identifies appropriate land use, levels and thresholds for site specific environmental analyses and clean-up.
- Act. EC-2 Adapt a new definition of Industry and incorporate it into Seattle's Land Use Codes. (see page 25 for new definition)
- Act. EC-3 Simplify and Streamline the Industrial Permitting Process.
- Goal LU 3 Preserve a working industrial waterfront that retains and expands the value of the Duwamish Waterway as a vital resource that provides important local family-wage job base and economic growth for the City County, region and State.
- Pol. T 2.1 Grade separate major east-west corridors within the M & I Center to reduce or eliminate conflicts between vehicular and rail modes and to improve safety and mobility for pedestrians, bicycles, vehicles and trucks.
- Pol. T 3.1 Maintain and improve east-west mobility throughout the area, particularly along three east-west freight corridors: Royal Brougham Way (SR519), Spokane Street and Michigan Street.
- Pol. T 3.5 Improve turning radii for truck movements at key intersections and along key corridors to enhance freight mobility.
- Pol. T 7.4 Maintain access to local spur rail lines.
- Pol. T 10.1 Preserve access for air cargo and air operators at the King County Airport.
- Pol. T 10.2 Work with King County to maintain or expand air capacity at the King County Airport.
- Pol. UT 1.3 Maintain competitive electrical rates for industrial customers.
- Pol. UT 1.4 Provide adequate storm water facilities in areas where deficiencies currently exist.

The cumulative impacts of major construction projects, explosive regional growth and a seriously congested transportation system have degraded the viability of the Duwamish M & I Center over the past decade. Continued and intensified pressure to redevelop industrial land for non-industrial purposes is the most significant threat to this vital resource. If the M & I Center is to remain viable, it is imperative that Governmental decision makers become educated on issues affecting the M & I Center and that all elements of City and County government take a proactive role in defending the M & I Center from further destabilization. This plan provides the basic elements necessary for Seattle to retain this valuable economic asset well into the twenty-first century, provided there is sufficient political will to follow through with its recommendations.

